



1956-57



1962

## HARD TOP WINDOW

Replacing a hard top rear window or weatherstripping can be a challenge to anyone, even if you have done it before. Most glass shops won't do one, but if you do find one the cost can be \$300 to \$400. If you know how, you will take more care than someone else.

A: Place the hard top on its back using a blanket to protect the paint.

B: Using a hook type tool, remove the upper inside s/s escutcheons sliding it down between the s/s and the retainer (using careful force) Figure 1

C: Mid 57 and later vettes use three screws in each side of the escutcheons above the door windows. Remove them, then using the same hook tool, remove the s/s also using careful force. Figure 2

D: Then remove all No. 16 nuts from the outside s/s upper and verticals. Remove all No. 20 barrel nuts from the outside lower window and side windows. With a flat screw driver, pry the four corner s/s clips off, then the outer s/s retainers. Figure 3

E: Using a new drill bit and a variable speed drill motor, slow and carefully drill off the end of the rivets from the inside of the lower window bracket support. Also from inside the lower side window rivet. By drilling only the end off the center lower window rivets and then pulling them out, you can then reuse them by glueing them back in (doesn't need to be crushed tight again) to keep the original appearance from the outside. Figure 4 and 5

G: Next, using a flat screw driver and a hammer, drive the side window vertical retainer off the window. As you do this the small spot weld at the top will brake off. Figure 6 The retainer and rubber are spot welded together. When you replace the vertical retainer you'll see that the three screws that you put back will more than hold the window tightly in place.

H: Now with all the outer s/s removed, pull the side window out using an up and down motion. Figure 7 Pushing outward on the rear window, remove it. Figure 8 At this point, if you're only replacing the windows, don't remove the window weatherstripping channel. Read on to where we cover window fit.

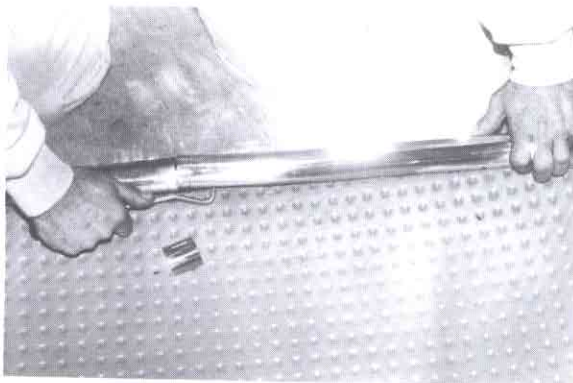
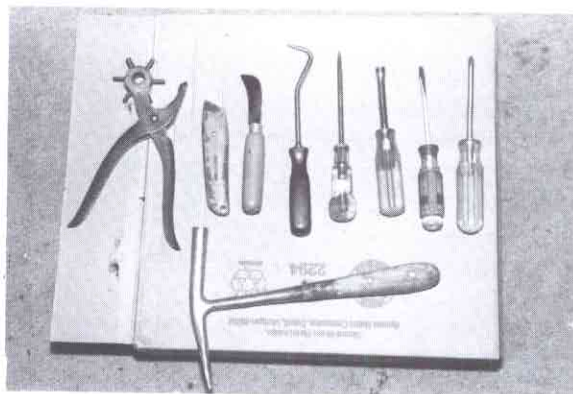


Fig. 1

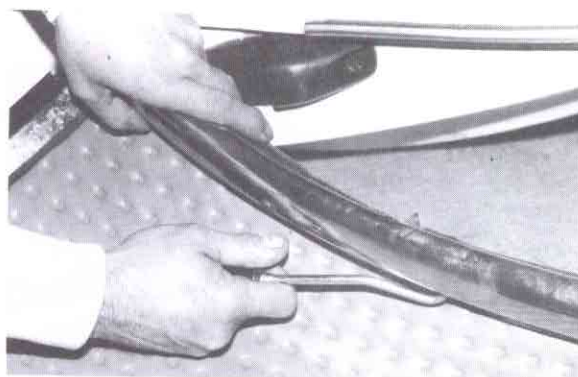


Fig. 2



56-60 HAD A STAINLESS STEEL FILLER PLUG AT EACH BACK END.

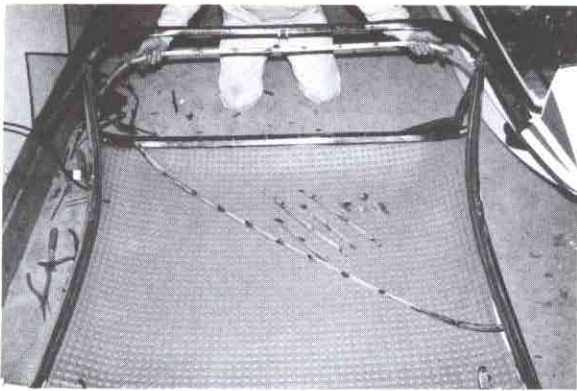


Fig. 3

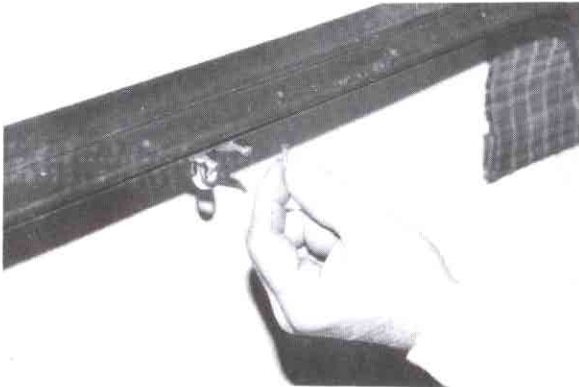


Fig. 4

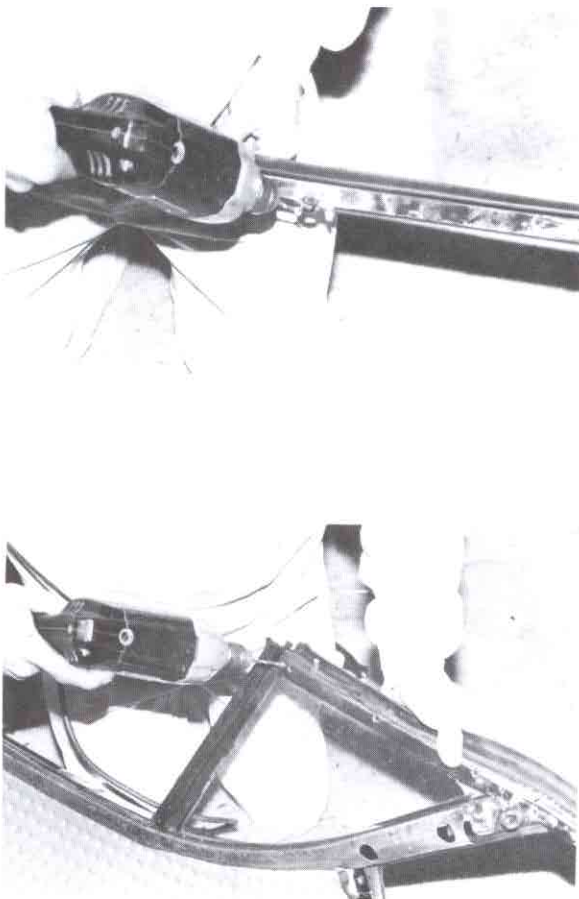


Fig. 5

I: If you're installing a new weatherstripping channel assy., remove the old one taking note as to how it was installed. This is where we get serious. Using the old rubber you need to duplicate the holes by measuring the old rubber, the lower ones can be done when you install the rubber. Figure 9 It is very important, using a razor blade, to duplicate the removal of rubber at the point where the rear window meets the side window. Figure 10. You'll go nuts if this area is not done just right.

J: I have done many tops in the past and have always had to trim the rear window to match the old one. Why they come a bit larger I don't know. Two ways of doing this is to make a template of the old one using paper or the old window placing it over the new and scratching a line into the new as a guide. The area that will need to be ground off is always at the lower right and left bottom corners. I found the best way to accomplish this is to use a coarse round disk sand paper in a drill motor. Keep in mind that when the window is in the top assy. it is held in by the s/s compressing the rubber to the window. No screws or bolts touch the glass. Figure 11

K: With the weatherstripping channel worked over install the channel using no glue or soap, install the window starting at either the left or right side corner. This is the point in the job where you could use help from your loving wife or close friend. While one person holds pressure on the window, the other helps to slide the window into the rubber. Install the side glass using new caulking tape. The tape comes in a roll at your local glass shop. Figure 12

L: With all the glass in, replace all the outer s/s. Do not tighten the nuts and bolts tight, just so-so tight. Snap the corner s/s in place and glue the lower rivets back in. Inside s/s check for alignment and push back on with your hand. Check the vertical side window retainers for fit and appearance and that's it!

Minor scratches can be removed with a plastic cleaner and for old windows I use 1000 wet sand paper, then a fine rubbing compound (just like color sanding a paint job on your car). You will be amazed how well it works.

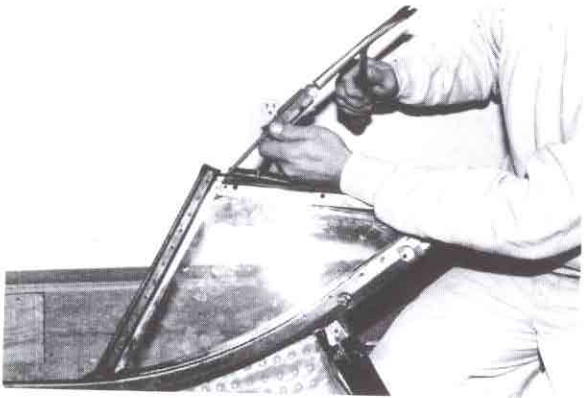


Fig. 6

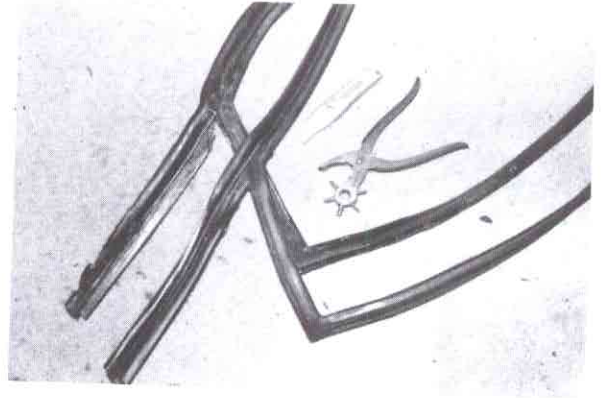


Fig. 10

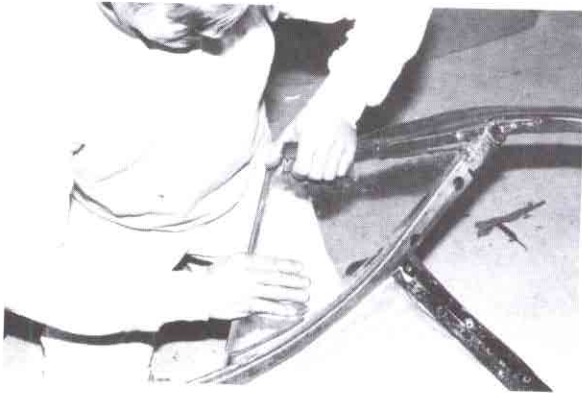


Fig. 7

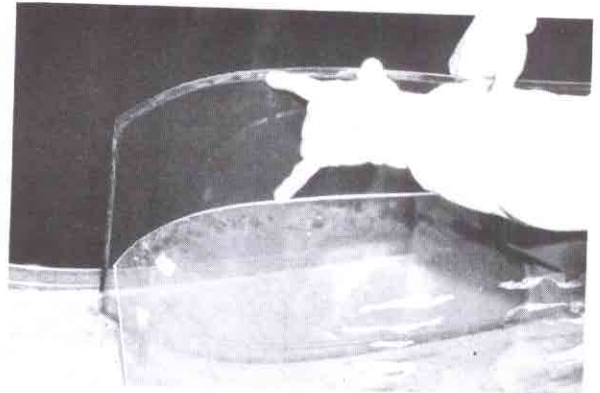


Fig. 11

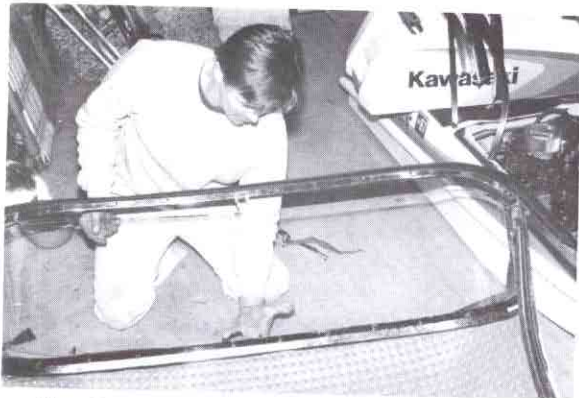


Fig. 8

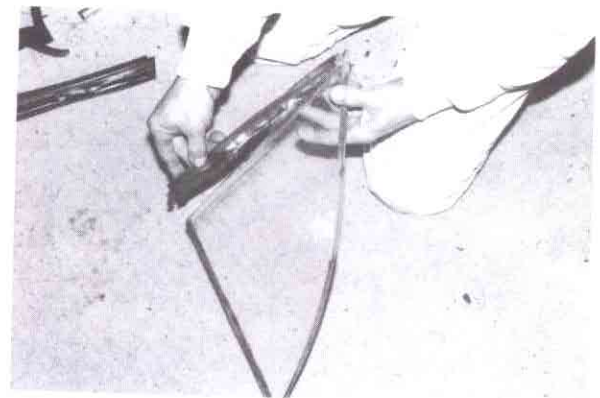


Fig. 12

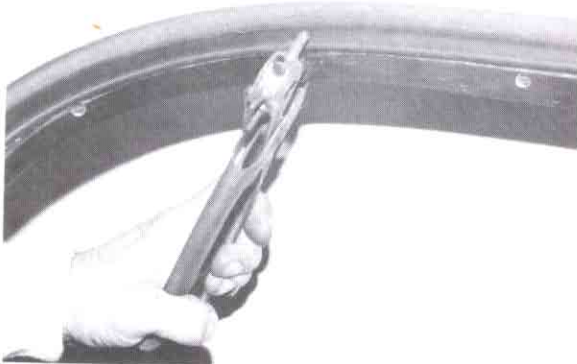
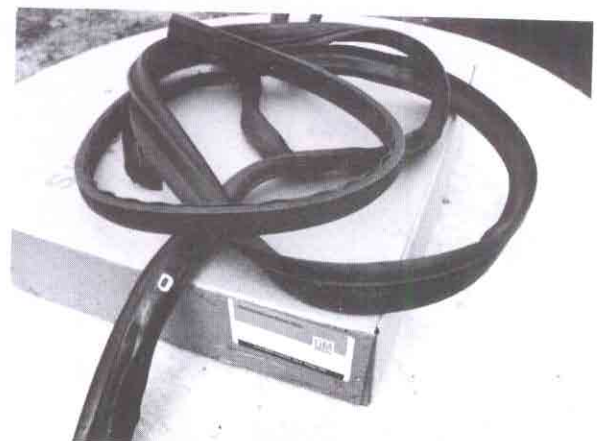


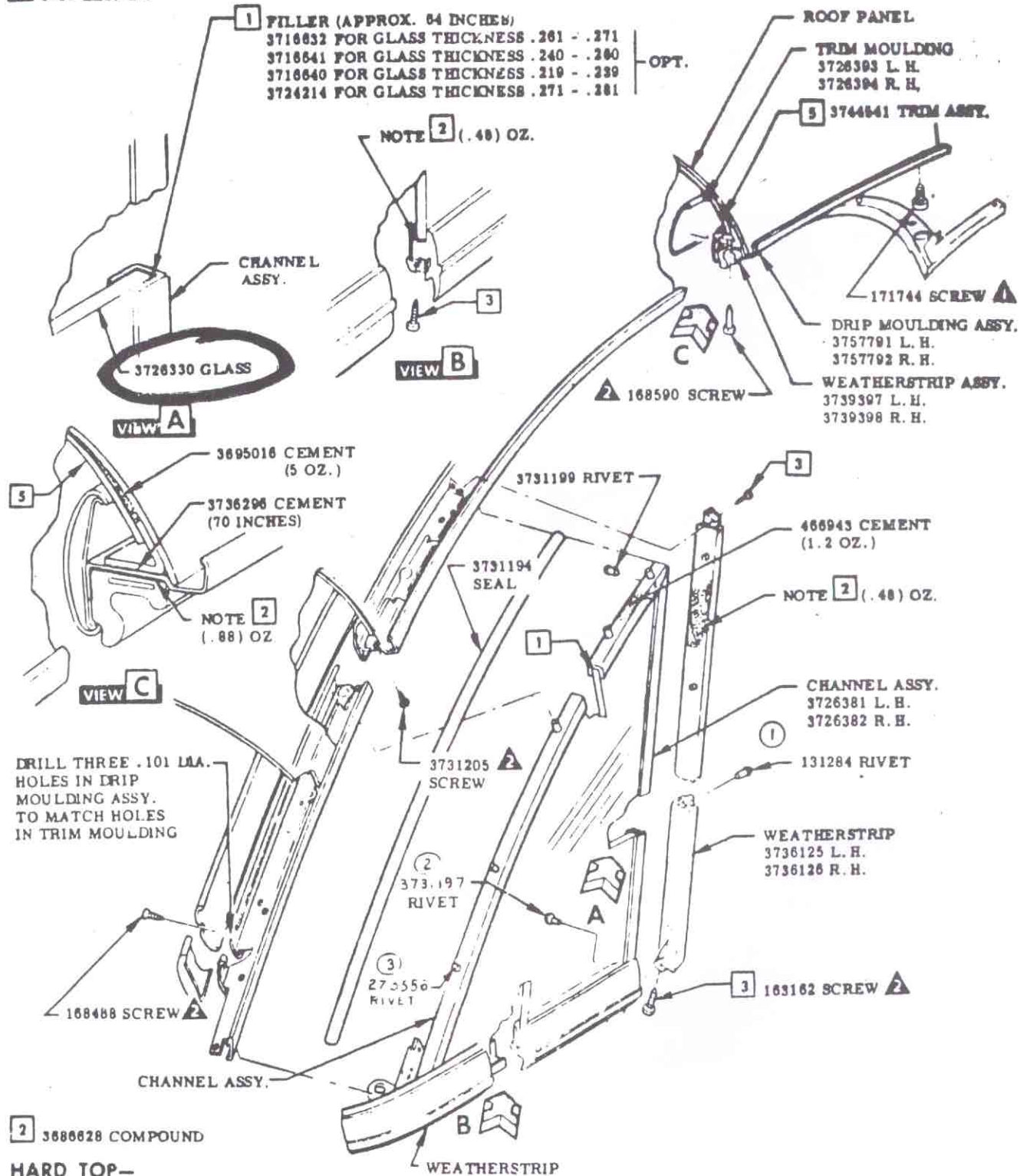
Fig. 9



NOS RUBBER WINDOW

▲ 40-50 LBS. IN.

▲ 8-15 LBS. IN.



**2** 3886628 COMPOUND

HARD TOP—  
 SIDE MOULDING, WEATHER STRIP & QUARTER WINDOW